

# STEEL STEAMER OR MOTORSHIP

Received at London Office 22 OCT 1953

State if Report has been sent on the Freeboard of the Vessel NoState if Report is sent on the Machinery of the Vessel YesDate of completion of report 15th OCTOBER, 1953 Port of BREMEN No. 711Survey held at BREMERHAVEN Date First Survey 15th APRIL, 1953 Last Survey 21st AUGUST 1953On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SREW STEAM TANKER - ESSO BELFAST - MACHINERY RET.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING VESSEL State Type of Erections FLR AND BRIDGE

TONNAGE under Tonnage Deck 12,543

Do. of space or spaces between Tonnage Dk. and Upper Dk. X

Total X

Gross Tonnage 13,074

Register Tonnage 7,864

CLASS 100 A1 State if with freeboard No as condition of Class

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 525'-0"

Breadth (greatest moulded) 94'-0"

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 40'-6"

1st Longitudinal Number (L x D) =

2nd Numeral L x (B + D) =

Framing Depth "d," at middle of length. See Sec. 3 (1d) 52

Proportions—Depth to Length—Uppermost continuous deck to top of keel 52

Do. Long Bridge to top of keel 52

Draught Moulded 52

Built at KEARNY, N.J.

Launched 1929 Yard No. 179

Builders FEDERAL S. S. & D. D. CO.

Owners ESSO PETROLEUM CO. LTD.

Managers X (Where necessary to be entered in Reg. Book)

Residence LONDON

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock SURVEYED AFTER BUILDING IN DRYDOCK AND Afloat

## REGISTERED DIMENSIONS.

FEET

Length 529.0'

Breadth 74.4'

Draught 40.5'

## FRAMES, DOUBLE BOTTOM AND BEAMS.

ALSO RPT 1 &amp; PARTICULARS OF LONGITUDINAL FRAMING ATTACHED

INCHES IN SHIP.

Any Departure from Approved Plans to be Noted.

INCHES IN SHIP.

Any Departure from Approved Plans to be Noted.

## FRAMES, Spacing amidships.

" " from  $\frac{1}{2}$  length amidships to Collision bulkhead.

" " in peaks

## SIDE FRAMING.

Frame Amidships, Angle, [ or ]

" " Extends up to

Reversed Frame Amidships, Angle

" " Extends up to

Depth of Framing Girder

Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]

" " Second 'tween Decks, Angle, [ or ]

" " Third " " "

" " from  $\frac{1}{2}$  len. for'd. to 15% len. from Stem

" " in Peaks, Angle or [

Diameter and Spacing of Rivets through Frame and Shell Plating amidships

State if Frame Joggled

Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?

Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?

## SINGLE BOTTOM.

Floors, Depth and thickness at mid-line in Holds

Height of Brackets at side above base line at toe of frame

Middle Line Keelson, on Floors, Angles, [ or ]

" " Through Plate or Inter-costal Plate

" " Foundation Plate on Floors

" " Flat Plate Keel Angles

Side Keelsons, No. each side

" " thickness of Inter-costal Plate

" " Angles

## DOUBLE BOTTOM.

Solid Floors, thickness and spacing

" " Are Frame and Reversed Frame joggled?

Bracket Floors, breadth and thickness at middle line

" " breadth and thickness at margin plate

## Bracket Floors, Frame

" " Reversed Frame

" " Vertical Struts

## Centre Girder, depth and thickness amidships

" " top Angles

" " bottom Angles

## Side Girders, No. each side and thickness

Margin Plate depth (excl. of flange) and thickness

" " Vertical Angle to Tank side Bracket abaft  $\frac{1}{2}$  len. from stem" " Vertical Angle to Tank side Bracket from forward  $\frac{1}{2}$  len. from stem to Panting Area" " Gussets, spacing and scantling abaft  $\frac{1}{2}$  len. from stem" " Gussets, spacing and scantling from forward  $\frac{1}{2}$  len. from stem to Panting Area

Tank Side Brackets, height above base line at toe of Frame and thickness

## INNER BOTTOM PLATING.

Breadth and thickness of Middle Line Strake

Thickness of remainder in Holds

Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?

## BEAMS.

Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]

" " in way of Bridge, Angle, [ or ]

" " Spacing

Second Deck, amidships, Angle, [ or ]

Spacing

Third Deck, amidships, Angle, [ or ]

Spacing

Fourth Deck, amidships, Angle, [ or ]

Spacing

Poop Deck, Angle, [ or ]

Spacing

Bridge Deck, Angle, [ or ]

Spacing

Forecastle Deck, Angle, [ or ]

Spacing



## PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			
Stringer Plate, breadth and thickness in way of Bridge	78" x .48"				
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Fourth Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
Bridge Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
Forecastle Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
Centre Line Bulkhead, Stiffeners and Spacing					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in way of Bridge	75" x .48"				
" " " " " " " "					
" " " " " " " "					
" " " " " " " "					
Thickness of Plating abreast Deck openings in way of Wells	.86				
Thickness of Plating abreast Deck openings in way of Bridge	.86				
Thickness of Plating within line of openings	.66				
If Sheathed, material and thickness	No				
Second Deck.					
Stringer Plate, breadth and thickness in Wells	80" x .48"				

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if forged?	SINGLE OR DOUBLE.	RIVETS.	No. of Rows of RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.			
Flat Plate Keel.....	54	1.46	.92	.92		DOUBLE	1 1/8	4 1/2	DOUBLE STRAPPED TREBLE RIVETS AND SHEER STRAKES OVERLAP AT ENDS	1 1/8	4 1/2	DOUBLE STRAPPED
„ Dblg. (if any)	NONE		X	X	X	X	X	X		X	X	X
Bottom Plating, No. of Strakes.....	64	.81	.81	.56		DOUBLE	1 1/8	4	DOUBLE STRAPPED TREBLE RIVETS AND TREBLE OVERLAP AT ENDS	1 1/8	3 1/2	DOUBLE STRAPPED
Bilge Plating, No. of Strakes.....	88	.81	.60	.56		DOUBLE	1 1/8	4	---	1 1/8	3 1/2	---
Side Plating, No. of Strakes.....	74 1/2	.69	.52	.52		THREE LARKS TREBLE RIVETS ONE DOUBLE RIV	3/8	3 1/2	QUADRUPLE RIV. OVERLAP TO TREBLE OVERLAP AT ENDS	1/8	3 1/2	LAPPED
Upper Deck, Sheer-strake in Wells.....	87	1.48	.52	.52		DOUBLE	1 1/8	4 1/2	DOUBLE STRAPPED TREBLE RIVETS TO TREBLE OVERLAP AT ENDS	1 1/8	4 3/4	DOUBLE STRAPPED
Upper Deck, Sheer-strake in Bridge.....	87	1.22	X	X		---	1 1/8	4 1/2	---	1 1/8	4 3/4	---
Strake below Sheer-strake in Wells.....	66	.96	.52	.52		---	1 1/8	4	---	1 1/8	4 1/4	---
Strake below Sheer-strake in Bridge.....	66	.96	.52	.52		---	1 1/8	4	---	1 1/8	4 1/4	---
Poop Side Plating.....	NONE		X	X	X	X	X	X	X	X	X	X
Bridge Side Plating.....	87	.56	X	X		SINGLE	3/4	3	SINGLE STRAPPED DOUBLE RIV.	3/4	3	STRAPPED
Forecastle Side Plating.....	42 1/2	.46	X	X		SINGLE	3/4	3	DOUBLE LAPPED	3/4	3	LAPPED

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	11 10?
" Deck next below	X
As per Rule	

## STIFFENERS.

MIDSHIP BULKHEAD	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
Upper 'tween decks	3/16"	NONE		8" x 3/16"	36"
MAIN TANKS	3/16"	THREE OR FOUR		12" x 3/16"	72"
FROM TOP TO THE BOTTOM	3/16"	THREE OR FOUR		12" x 3/16"	72"
6 STRAKES	3/16"	THREE OR FOUR		12" x 3/16"	72"
COLLISION	3/16"	THREE OR FOUR		12" x 3/16"	72"
AFTER PEAK	3/16"	THREE OR FOUR		12" x 3/16"	72"

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Has the Steel been tested as required by the Rules?

## EQUIPMENT No. 11

## LETTER A

## ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.		
1st Bower														100	STEEL BOWER	
2nd														100	STEEL BOWER	
3rd														85	STEEL BOWER	
Collective weight														285	STEEL BOWER	
Stream																

## CHAIN CABLES.

## HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Ins.					Length.	Ins.		Fathoms.	Ins.
	330	2 1/2"					12 58	330	2 1/2"	STEEL LINK 1/4" CABLE				TOWLINE	130	6 1/2"		130	6 1/2"
														HAWSERS & WARPS }	120	2 1/4"	6412	120	2 1/4"
															120	2 1/4"	STEEL	120	2 1/4"
														"	120	8"	FIGURE	120	8"
Iron Stream Cable Steel Wire	120	5 1/2"						120	5 1/2"	SPECIAL FLEXIBLE STEEL CABLE 6425				"	120	8"	ROPE	120	8"

Steering Gear, Type (Power or hand)	STEAM STEERING GEAR - GOOD	Alternative Means of Steering	HAND GEAR - GOOD
Steering Chains (Size and Test)	NONE	Windlass	STEAM - GOOD
Coiling in Holds, thickness and material	NONE	Cargo Battens, thickness, material and spacing	NONE
Cargo Hatchways.—(Upper Deck)		Thickness of Hatches	
Size of Hatchways No. 1 (Fwd.)	No. 2	No. 3	No. 4
No. 5	No. 6		
Number of Shifting Beams and/or Fore and Afters	NONE		
Builder's Signature			

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. YES, FITTED FOR OIL FUEL  
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. OIL TANKER The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been built under survey of A.B. and has now been surveyed for classification after building with this Society in drydock and afloat at Bremerhaven, where considerable wear and tear repairs have been carried out by Messrs. Harrold Lloyd of Bremerhaven. See also Bremen Rpt 211 for the completion of Special Survey and Classification. The scantlings and arrangements of the ship are as given in this report and the condition of the ship is, after repairs which have been all carried out as recommended, considered satisfactory. All cargo oil tanks, cofferdams, deep tanks, fuel oil bunkers, double bottom tanks, fore and after peak tanks have been hydro tested, examined and found satisfactory. Rudder, steering gear and its connections, windlass, hand pumps, valves and rigging, life boats, deck erections, cranes, skylight, hatchways and ventilator openings with their closing appliances, air and pumping pipes and striking plates have been examined and found satisfactory.

The amount of Entry Fee	£ 10	Received by me	19
Special Survey Fee	£ 1/6	Received by me	19
Travelling Expenses, if any	£ 1/6	Received by me	19
State whether the Vessel has been built under Special Survey	NO		
Certificate sent to	ESSE TRANSPORTATION CO. LTD. LONDON	Date of issue	11/12/53
Committee's Minute	FRIDAY 20 NOV 1953		
Character assigned	100A1 Carrying Petroleum in Bulk		
	8.53 Bmm.		
	8.53 Bmm.		
	Classed 8.53		
	LMC MS 9.52		
	BS. 8.53		
	2 WTB 420 lb. (Spt.)		

I am of opinion the Vessel should be Classed 100 A1  
 CARRYING PETROLEUM IN BULK - LONGITUDINAL FRAMING, BULKHEADLESS SYSTEM.

Signature OL J. G. G. G.  
 Surveyor to Lloyd's Register of Shipping.



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

were found satisfactory. The Equipment has been examined and found in order. The Special Survey has been completed to my satisfaction and the general condition of this vessel now justifies in my opinion the Recommendations to the Committee for the Class 100 A1 being granted to her.

A. Henry

PARTICULARS OF ELECTRIC WELDING (if employed) NONE

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.

RADAR, DIRECTION FINDER, GYRO COMPASS, ECHO SOUNDING  
DEVICE FITTED ON BOARD. FURTHER THE NOTATIONS: "CARRYING PETROL  
LEAK IN BULK" - "LONGITUDINAL FRAMING" - "FITTED FOR OIL FUEL" - "2 DECK"  
"MACHINERY" TO BE MADE IN THE (100 REG. BOOK.

RADAR Equipment (State if fitted) YES

State Type or Pattern No.

State } Maker  
Name } and/or  
of } Supplier.

Particulars of Drop Test of  
Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials,  
Number of Certificate, Date  
of Test.

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 1 ft., R.Q.D. 1 ft., Bridge 36 ft., Forecastle 40 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 183.240 Signal Letters G, G, G, B Extreme Breadth over Belting (Circ. 1611) 74.5 Over-all Length (Circ. 1703) 114.5

No. and Material of Decks 2 DECKS STEEL

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN PEAK TANKS AND DOUBLE BOTTOM TANKS  
BITUMASTIC IN PUMP ROOM BILGE.

Particulars of composition (if fitted) and of approval NONE

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)  
(Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

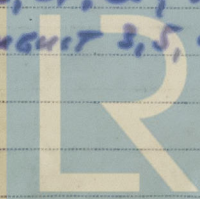
Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	<u>X</u>	<u>X</u>	Deep tank, aft,	<u>X</u>	<u>X</u>
Double bottom, if under Boilers only,	<u>X</u>	<u>X</u>	Deep tank, forward,	<u>X</u>	<u>X</u>
Double bottom, forward,	<u>X</u>	<u>X</u>	Other tanks, if fitted,	<u>X</u>	<u>X</u>
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)	<u>X</u>	<u>X</u>

Order for Special Survey No. X

Date X

Dates of Surveys  
held while building

APRIL, 15, 21; JUNE 1, 10, 12, 15, 22, 24, 25; JULY 1, 3, 7, 10, 11, 13, 15, 19  
JULY 20, 21, 23, 25, 27, 29, 31; AUGUST 3, 5, 12, 7, 14, 17, 19, 21



Lloyd's Register  
Foundation

Total No. of Visits 32



PARTICULARS OF LONGITUDINAL FRAMING.

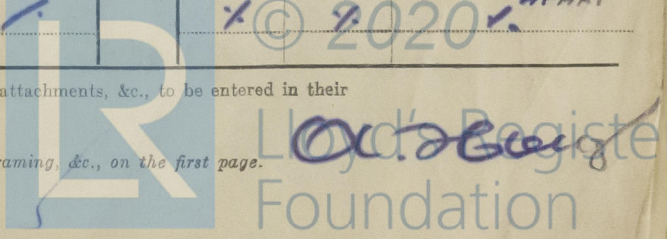
22 OCT 1953

FRAMING.			AMIDSHIPS.			ENDS.			IN SHELL LONGITUDINALS					
of			In Ship.			In Ship.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
CENTRE LINE BULKHEAD										Any departure from Approved Plans to be Noted.				
PLATING, GUTRAKES, THICKNESS										CLEAR OF				
FROM TOP TO BOTTOM = .60 - .46 - .40										DOUBLINGS				
.44 - .47 - .54										AT ENDS AND IN WAY OF TRANSVERSES				
1 7 x 3 1/2 x .48 C 3/4" RIVETS										7/8" 6 DIAM				
2 7 x 3 1/2 x .48 C 3/4" -										7/8" 6				
3 8 x 3 1/2 x .52 C 3/4" -										7/8" 6				
4 10 x 3 1/2 x .56 C 3/4" -										7/8" 6				
5 10 x 3 1/2 x .56 C 3/4" -										7/8" 6				
6 10 x 3 1/2 x .56 C 3/4" -										7/8" 6				
7 10 x 3 1/2 x .70 C 7/8" -										7/8" 6				
8 12 x 3 1/2 x .72 7/8" -										7/8" 6				
9 12 x 3 1/2 x .74 7/8" -										7/8" 6				
10 12 x 3 1/2 x .74 7/8" -										7/8" 6				
11 12 x 3 1/2 x .74 7/8" -										7/8" 6				
12 12 x 3 1/2 x .74 7/8" -										7/8" 6				
13 15 x 3 1/2 x .82 7/8" -										7/8" 6				
14 15 x 3 1/2 x .82 7/8" -										7/8" 6				
15 15 x 3 1/2 x .82 7/8" -										7/8" 6				
RIVETING 3/4" D EACH SIDE OF TRANSVERSES FOR CORIVETS AND 6 RIVETS AT EACH END AND 6 DIAM APART ELSEWHERE.										1" 4 1/2 - 5				
BULKHEAD WEBS SEE BELOW										1" 4 1/2 - 5				
SPACING UPPER PART = 2'-5"														
SPACING LOWER PART = 2'-7"														
2'-8"														
2'-7"														
2'-5"														
Tank Top Longitudinals														
Bottom														
Amidships														
At ends...														
NONE.														
Transverses.										CENTRE LINE BULKHEAD TRANSVERSES:				
Top/Bottom										Rivets in Lugs to Shell.				
Depth and Thickness										Diam. Speng.				
3'-5 1/2" 11" .44										7/8" 6-7 DIAM APART				
Face Angles										7/8" 6-7				
3 1/2 5 .30										7/8" 6 DIAM.				
Lugs to Shell*														
6 6 .44														
Depth and Thickness										5'-4 1/2" 7'-0" .44				
Face Angles										3 1/2 15 .30 3/4" RIVETS 6 DIAM				
3 1/2 6 .40										7/8" 6-7 DIAM APART				
Lugs to Shell*										6 x 6 .44 7/8" R. 5 DIAM				
6 6 .50										7/8" 5-6 DIAM				
Depth and Thickness										6'-2" .48				
Face Angles										SUMMER TANK TRUNK WEBS				
6 6 .50										3'-5 1/2" 11" .40				
Lugs to Shell*										3 1/2 15 .30				
6 6 .50										7/8" 6 DIAM				
Back Bars										7/8" 5 DIAM.				
3 1/2 3 1/2 .46										7/8" 5 DIAM.				
SUPPORTS										12 RIVETS 7/8" DIAM				
12" 3 1/2 .76										7/8" 6 DIAM.				
ONE BRACKET EACH SIDE.														
8'-2" FROM TRANSVERSE BULKHEAD														
State if joggled or liners.														
YES														
Bridge Deck										Spacing.				
Upper										Transverse Beams.				
10' 3 1/2 .48										24 x 40 3/4 x 5 .30 3/4" RIVETS 6 DIAM APART				
Second										2'-8"				
10' 3 1/2 .58										2'-8"				
Third										2'-11 3/4 3 1/2 x 6 .50 7/8" RIVETS 6 DIAM APART				

NO BRACKET, ISHERWOOD BRACKETLESS SYSTEM FITTED.

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.



602858-002869-0041